

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in the application:

Claims 1-23 (Canceled).

24. (New) A combustor for a gas turbine engine having a compressor for delivering compressed air to the engine, the combustor comprising:

a combustion zone for receiving a first portion of compressed air;

a first liner bounding said combustion zone, said first liner having a first end portion and a second end portion spaced a defined distance from said first end portion;

a first convector spaced apart from said first liner, said first convector having a first end portion and a second end portion spaced a defined distance from said first end portion, said first liner being disposed between said combustion zone and said first convector and creating with the first convector a defined volume for receiving a second portion of compressed air;

a plurality of spiral passages positioned between the first liner and the first convector for causing the second portion of compressed air to travel a distance greater than the defined distance between the end portions of the first liner and greater than the defined distance between the end portions of the first convector; and

at least one cooling device included in said plurality of spiral passages, the at least one cooling device selected from the group consisting of a dimple, a trip strip, a fin, and a pin.

25. (New) The combustor of claim 24, wherein the plurality of passages are three passages.

26. (New) The combustor of claim 25, further including:  
a second liner bounding said combustion zone, said second liner having a first end portion and a second end portion spaced a defined distance from said first end portion of said second liner;  
a second convector spaced apart from said second liner, said second convector having a first end portion and a second end portion spaced a defined distance from said first end portion of said second convector, said second liner being disposed between said combustion zone and said second convector; and  
a second plurality of passages positioned between said second liner and said second convector, at least one of said second plurality of passages having a length that is greater than at least one of said defined distance of said second liner and said defined distance of said second convector.

27. (New) A gas turbine engine, comprising:  
a combustor having a combustion zone;  
a first liner bounding said combustion zone, said first liner having a first end portion and a second end portion spaced a defined distance from said first end portion;  
a first convector spaced apart from said first liner, said first convector having a first end portion and a second end portion spaced a defined distance from said first end

portion, said first liner being disposed between said combustion zone and said first convector and creating with the first convector a defined volume;

a compressor for delivering a first portion of compressed air into the combustion zone at said first end portion of said first liner and for delivering a second portion of compressed air between the first convector and first liner at the first end portions of the convector and liner into the defined volume;

a plurality of spiral passages positioned between the first liner and the first convector for causing the second portion of compressed air to travel a distance greater than the defined distance between the end portions of the first liner and greater than the defined distance between the end portions of the first convector;

at least one cooling device included in said plurality of spiral passages, the at least one cooling device selected from the group consisting of a dimple, a trip strip, a fin, and a pin; and

a turbine in fluid communication with the combustor.

28. (New) The gas turbine engine of claim 27 wherein the plurality of passages are three passages.

29. (New) The gas turbine engine of claim 27 wherein said combustor includes:

a second liner bounding said combustion zone, said second liner having a first end portion and a second end portion spaced a defined distance from said first end portion of said second liner;

a second convector spaced apart from said second liner, said second convector having a first end portion and a second end portion spaced a defined distance from said first end portion of said second convector, said second liner being disposed between said combustion zone and said second convector; and

a second plurality of passages positioned between said second liner and said second convector, at least one of said second plurality of passages having a length that is greater than at least one of said defined distance of said second liner and said defined distance of said second convector.

30. (New) A method of cooling a liner of a combustor of a gas turbine engine, comprising:

compressing air that is to be delivered in two portions;

directing a first portion of the compressed air into a combustion zone of the combustor of the gas turbine engine;

directing a second portion of the compressed air between a first end portion of a first liner of the combustor and a first end portion of a first convector of the combustor to travel in a defined volume between the first liner and the first convector, at least one of the first liner and the first convector having a central axis;

causing the second portion of the compressed air to move through a plurality of passages in a spiral path as it travels in the defined volume; and

providing at least one cooling device from the group consisting of a dimple, a trip strip, a fin, and a pin, in at least one of the passages.